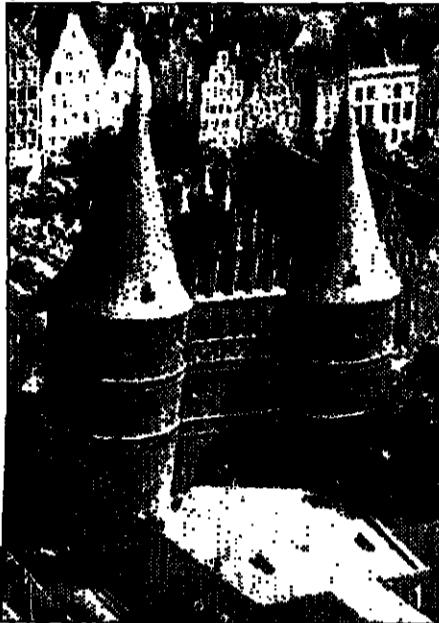


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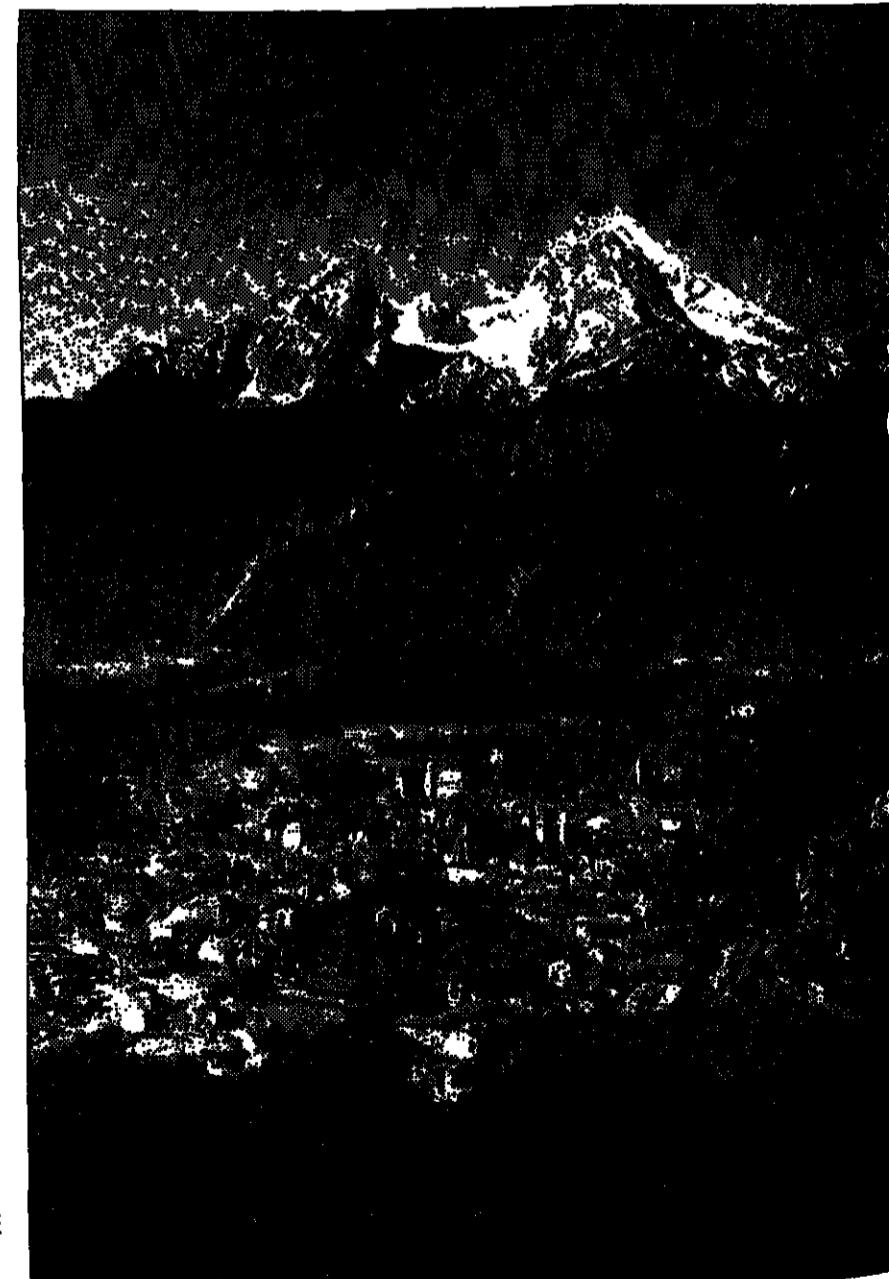
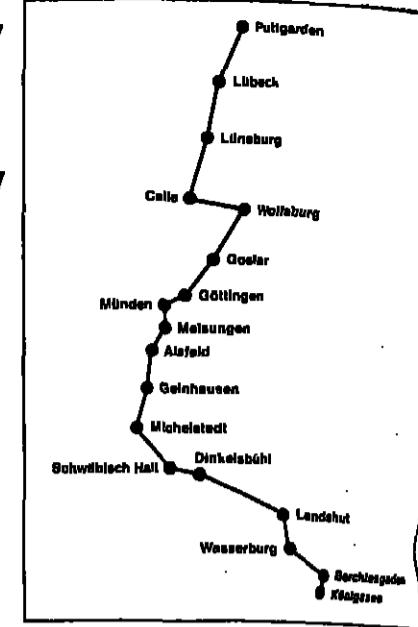
Start in the south with Berchtesgaden and its bob run. Maybe you have already heard tell of Landshut, a mediaeval Bavarian town with the world's largest brick-and-mortar tower. Or of Erbach in the Odenwald, with its castle and the Ivory Museum. Or of Alsfeld with its half-timbered houses, the Harz mountain towns or the 1,000-year-old Hanseatic port of Lübeck.

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- 2 Melsungen
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The German Tribune

Hamburg, 9 July 1989
Twenty-eighth year - No. 1377 - By air

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A European House: looking behind the metaphor

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A lifeboat and her men always ready to take on the might of the North Sea

FRONTIERS

wedge between Europe and the two North American powers

The Bonn diplomacy may regard the qualification of the common European house with its own concept of the "European peace order" as a success.

Soviet negotiators, on the other hand, could see things the other way round.

In reality the difference between the two positions has been blurred rather than clarified.

This was reflected in the use of the term "house order" by Mikhail Gorbachov during his press conference in Bonn.

Asked about the implications of his idea of European unity for a divided Germany he replied: "The current situation was produced at a certain time. This is reality."

"Both the Helsinki process and other processes develop on the basis of these realities. Consequently, we are committed to time, the current time."

"Why does this situation exist in Europe? We hope that time will solve, will decide the situation."

A further question related to the compatibility of the Berlin Wall with the interior decoration of the all-European house.

Gorbachov said that the Berlin Wall could not be seriously viewed as the only obstacle to the construction of the European house.

He stressed that many problems would have to be solved in order to build the house in the interests of all peoples.

Their preferences, their traditions and their history should be respected and conditions for mutually beneficial cooperation with equal rights created. "Nothing under the sun is eternal," he added.

There are enough conceivable reasons in the Soviet Union, in Eastern Europe and in the GDR for such an evasive reply.

What counts is that Gorbachov presents the division of Germany as the "reality" of an objective "history", which the Soviet Union and the Germans should respect.

Furthermore, he entrusts the construction of the European house to "time" instead of to architects.

Unlike his predecessors Gorbachov did not say to the Germans "never at all", but "perhaps in a hundred years"

Yet how does the fact that this "common house" is not related to values and



Meeting in Spain

Bonn Chancellor Helmut Kohl (left) with Spain's Prime Minister Felipe Gonzalez at the European Community summit in Madrid. Story page 2. (Photo: AP)

(during the visit to Moscow by Bonn President, Richard von Weizsäcker).

The joint declaration states that there should also be room for the Americans and Canadians in the common European house.

This clarification was undoubtedly a prerequisite for Bonn to be able to approve of the declaration as a whole. But Gorbachov really accepted this aspect?

During the press conference he said in a lengthy reply that the construction of the European house presupposes the active involvement of the Americans and Canadians.

He added, however, that the house could only be satisfactory if military confrontation is decisively reduced and that this must "logically lead to a situation in which there can be no foreign troops on foreign territory."

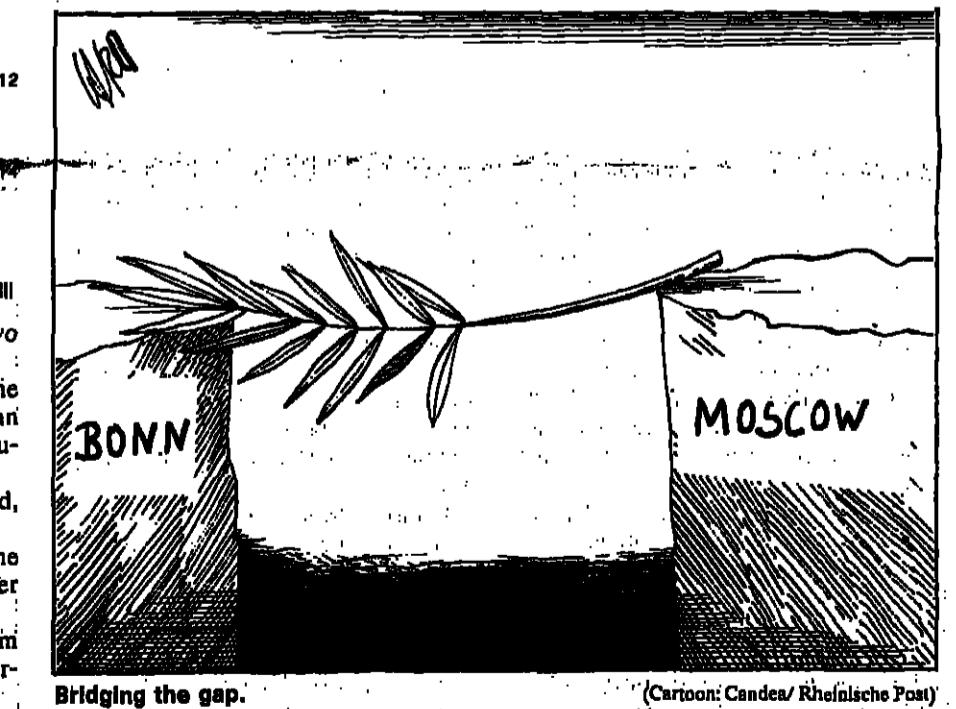
The Nato countries were only willing to come to Helsinki after agreement was reached to include the Americans and the Canadians.

Under Gorbachov Soviet foreign policy has changed in many respects.

Gorbachov's visit to Bonn, however, revealed that the friendly and waving man from Moscow is continuing the basic line of Soviet policy towards Germany and Europe.

Admittedly, with greater flexibility and imaginativeness but as single-mindedly as ever.

Günther Gillesen
(Frankfurter Allgemeine Zeitung
für Deutschland, 3 July 1989)



(Cartoon: Candea/ Rheihsche Post)

■ SECURITY

Practising war in the air: pilots feel the pressure in more ways than one

One of the most important tasks of the armed forces in peacetime is air defence," major general Eberlein, chief of staff of the 2nd Allied Tactical Air Fleet (Ataf), explains as 14 Alpha jets make a simulated attack on the Hohn military airfield near Rendsburg, in Schleswig-Holstein.

The aircraft come from various directions, at intervals of just a few seconds at an altitude of 75 metres. Two 20-millimetre twin guns fire blank ammunition.

The gun turret of the Roland anti-aircraft missile system installed on a four-axle cross-country lorry keeps track of the jets. The radar tracker hectically follows their movements.

A shoulder-launched missile called Redeye is also set up. A soldier on foot can shoot down an aircraft with it.

This obsolete system will soon be replaced by the equally expensive Stinger missile, which made a macabre name for itself during the Afghanistan war.

General Eberlein says these weapons are needed to provide protection against air-raids, to guarantee the safety of air space and to support army units.

In addition to ground-to-ground missiles, anti-aircraft missiles and modern ground control and early warning systems 2,000 tactical combat aircraft (flown by American, Belgian, German, British, Dutch and Canadian pilots) help fulfil this task.



Simulated attack on the Hohn military airfield near Rendsburg, in Schleswig-Holstein.

The various weapon systems are controlled by several radar control and reporting centres (CRS).

In these centres all information relevant to the current air space situation is evaluated and passed on to the fighter squadrons and anti-aircraft units in the form of combat missions.

Working in these centres is a nerve-racking business.

In a dry atmosphere and in semi-darkness almost half a company of soldiers study large radar screens for hours on end to interpret the flight movements plotted by the computer on both sides of the demarcation line.

The routes of passenger aircraft and the information of the mobile radar squads and the flying early warning aircraft, the Awacs, are also fed into the computer.

With the help of plenty of routine and careful judgement the men on duty are generally able to discern the intentions of the military aircraft. The smaller civilian aircraft cause most of the problems.

The situation gets tricky during the annual manoeuvres "Central Enterprise" and "Cold Fire."

During these large scale Nato manoeuvres, the only two air defence manoeuvres of this kind carried out each year, the controllers have to coordinate and integrate at least ten different types of aircraft as friend or foe in the assigned air space.

The only common feature is the language used: English. The room is full of snippets of conversation, coordinates and codes.

Specialists retain the most important data on a 70-square-metre transparent situation map or change them as they see fit.

Nevertheless, the military did make concessions during this year's eighth "Central Enterprise" manoeuvre with regard to the low-level flying section.

It refrained from increasing the number of daily flight hours in comparison with its daily training.

By way of compensation for the greater number of low-level flights at altitude of 75 metres in the target area the minimum flight level in the other designated low-level flight areas was raised to 150 metres.

This step meant that inhabitants were obliged to accept more frequent aircraft noise whose residential areas were previously less affected by this problem.

The young pilots are even more upset about the fuss over aircraft noise than the generals: "We are the real scapegoats and whipping boys," says one captain.

In the meantime the Alpha jet pilot has decided not to become a professional soldier but to try his luck back on civvies street.

This officer, who as a pilot (as opposed to most other officers in the army) was unable to complete a study course in the Bundeswehr, hopes that an airline will give him a chance to study for his commercial pilots licence.

In the light of such a personal history the claims of the generals sound empty.

Although they admit that there are bottlenecks due to the fact that some of their pilots move to civilian airlines they all maintain that "regardless of all the frustration, the ability and the precision of the flying personnel have not suffered."

They are not worried about the recruitment of suitable young pilots.

There is also a growing mood of unrest among the Tornado pilots and other officers.

One officer said that, although he enjoys flying, he does not understand why he should be the butt of public criticism for the noise his aircraft makes.

He points out that the pilots must familiarise themselves with their operational area.

In a defence situation Stehlí sends his Tornados into combat with three different tasks:

- to back up the army,
- to seal off the combat area (for example, operations against river crossings, missile and radar sites), and

- to engage in offensive missions against targets in enemy hinterland, for example, against airports, depots and troop concentrations.

"How can we fulfil these tasks if we are no longer allowed to practise low-level flying in the Federal Republic of Germany?" Stehlí asks.

"We have already reached the lowest threshold. We cannot go any lower than 240 hours of low-level flying per flight crew per annum."

The authors of a brochure issued by

the headquarters of the US air force in Europe (Usafe) justifying low-level flights over Germany forwards this case even more urgently: "A combination of a low flight level and high speed is absolutely essential for the survival of flight crews."

"In a combat operation many aircraft would have to fly at a speed of over 1,300 kmph at an altitude of no more than 30 metres.

"The ability to fly at a low level deteriorates after just two weeks without practice flights. The conditions in this country are in no way comparable with those in Arizona or even in Goose Bay."

The commander of the 1st air force division, major general Jürgen Schiller, also feels that "task-oriented training" cannot be achieved by just the "long on hands."

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The authors of a brochure issued by

■ PERSPECTIVE

The Republicans: seeking alterations to history

cans is the conformist, the uncritical individual who subjects his own interests to those of the community and who upholds national symbols.

Teachers are expressly expected to be educated to be loyal to our state and its laws in the spoken and written word and in their action."

There is no mention in the party manifesto of training a person's critical faculty or independence.

If the Republicans have their way the foreigners living in Germany will be deprived of their rights. Germany, the manifesto runs, "must remain the land of the Germans"; foreigners are "guests."

This "rules out unlimited employment contracts and franchise, permanent residence, family reunion and claims to social benefits."

In other words, although foreigners can work here and pay taxes and social insurance contributions they should not be entitled to claim benefits.

The Republicans do not even want them to become members of German political parties.

They want to abolish the right to asylum guaranteed in the Basic Law.

Victims of political persecution "can be granted asylum" if the "limitations of the absorptive capacity" make this possible.

The concept Republicans have of the role of women has nothing to do with the equal rights guaranteed in the Basic Law.

In concrete terms, this means that the role of women is to be reduced to that of mother and housewife.

Admittedly, the Republicans also call for job training for girls, but only to enable their return to working life "after their activity on behalf of family and children."

The role of housewife and mother is idealised: "It is above all the woman who, through warmth and devotion, creates a climate of security, in which the family and children can develop."

The Republicans claim that no man or collective can fulfil the requirements of this vocation.

"Working women", on the other hand, are defamed: "Those women who try to cope with marriage, the family and a job at the same time often suffer under this multiple strain and overtaxing of their abilities."

They feel just as unfulfilled — which often leads to psychological disturbances — as those women who seek satisfaction in their jobs alone."

To make sure that girls learn at an early stage how they should behave as mothers and housewives the Republicans plan a compulsory social year, which would include courses "relating to tasks as a woman, mother and housewife."

Girls are to be compelled to prepare for the role of mother.

Republicans do not think a great deal about freedom of the press. They demand more "public spirit" from the media.

If they are unable to prevent what the Republicans regard as "unacceptable" by means of "responsible self-control" they will have to be censored.

Newspapers, magazines, radio and television, for example, should not be allowed to present reports on contemporary or past history which are interpreted from today's perspective."

If the desired self-control proves unsuccessful the Republicans intend setting up "control organs which are independent of parties and other groups to protect the freedom of citizens threatened by the intimidation and pollution of the intellectual environment".

Article 5 of the Basic Law, however, a stipulation which is unalterable, states: "There shall be no censorship."

Martin Winter

(Frankfurter Rundschau, 20 June 1989)

Right wingers attract older, male voters

Republican voters in the European election tended to be older and male, according to an analysis of voting in 19 German cities.

The right-wingers polled 7.1 per cent overall. In Hamburg, 41 per cent of Republican voters were older than 60; 7.7 per cent of male voters and 3.5 per cent of women voted decided for them.

The survey was by the election research committee of the Association of German Urban Statisticians.

As committee chairman Wolfgang Bick from the Duisburg Statistical Office explained there was no repeat of the good showing by the right-wing parties among young voters in the Berlin and Frankfurt local government elections.

In most of the 19 cities surveyed the percentage of 18- to 24-year-olds who voted Republican was much the same or slightly below the overall metropolitan figure.

The survey showed that 41 per cent of the Republican voters in Hamburg were older than 60 (proportion of total number of voters: 37.5 per cent) and 19 per cent were younger than 35 (24 per cent).

As opposed to the Greens, which were much more popular among women, the Republicans were most popular among men. This applies to all cities and to all age groups.

In Bremen, for example, the right-wing party obtained six per cent of the total number of male votes and only three per cent of the female votes; the figures in Nuremberg were 22 per cent and 15 per cent.

In Hamburg almost twice as many men voted for Republicans as women. According to Hamburg's Statistical Office, only 3.5 per cent of women voters voted Republican as opposed to 7.7 per cent of the male voters (total vote for the Republicans: 5

BUSINESS

Court ruling will mean partly opening up cosy insurance market to outsiders

A decision by the European Court of Justice will mean an opening up of the German commercial insurance market. It will mean that foreign insurance companies will be able to offer policies without setting up an office in Germany. However, policies for individual people will remain controlled. According to Rudolf Kahlen, who wrote this article for the Hamburg weekly, *Die Zeit*, the German insurance market is a law unto itself. Insurance companies create cartels and fix prices. He quotes one consumer authority as saying that on average, every German household has four policies which are too expensive. Each household paid 300 marks a year too much. Kahlen looks at the habit of tying the purchaser to long-term contracts to make it difficult to change to cheaper companies in ensuing years; and he makes some observations about the strength and activity of the insurance lobby in Bonn.

Insurance managers are not to be envied, if you can believe Georg Büchner. He is president of the West German insurers association. "Sometimes we feel like lobsters, envied by clients, cracked open by the politicians and sucked dry by the connoisseurs."

His lament was over a decision by the Bonn government at the beginning of the year to open up the insurance market to more competition in view of the coming single European market and also because of a general deregulation in insurance.

The government wanted to rewrite some outdated laws governing insurance with the aim of benefitting the consumer.

Herr Büchner can feel less like a cracked lobster. Insurance lobbyists got to Bonn in time to rescue the situation. Changes the industry didn't think suitable (for itself) have mostly been cancelled.

Hans Dieter Meyer, head of the Hamburg association for the insured, says: "This is incredible. It just goes to show the influence the insurance industry has over politics."

This sort of chumminess could only happen because people were inadequately informed about insurance matters.

On average everyone in this country has six insurance policies. Last year alone people paid out DM138bn in premiums. This would have financed half the national budget.

The German insurance market is the largest in Europe and is a law unto itself. Companies create cartels. Price-fixing is common. The Federal Supervisory Office for Insurance and for Building and Loan Associations in Berlin keeps watch the industry closely.

The cartels authority say these authorities follow policies which prevent innovation.

Until now the insurance market has been sealed off from outside influences, allowing insurance companies to share out the lucrative business among themselves. There has been little foreign competition to make things uncomfortable. That is to change.

A European Court of Justice ruling means that from 1990 all insurance companies in the European Community

will be able to offer cover in Germany without first opening offices here.

This will mean total freedom of action to negotiate industrial insurance. But the court ruled that personal insurance needed protection, so controls will continue to be exercised here.

Any foreign company wanting to sell insurance to private people here will first have to have their terms approved by the Berlin authorities.

The court's ruling has now been established in EC Commission guidelines. The ruling also means that two German consumer authorities as saying that on average, every German household has four policies which are too expensive. Each household paid 300 marks a year too much. Kahlen looks at the habit of tying the purchaser to long-term contracts to make it difficult to change to cheaper companies in ensuing years; and he makes some observations about the strength and activity of the insurance lobby in Bonn.

This is why it is not surprising that insurance lobbyists have done everything possible since last January to ensure that everything remains just as it is. Before the public hearing was held in April for interested parties in insurance matters, Edgar Jannett, head of the Victoria Insurance Company, acting in his capacity as president of the insurance sector association, and Max Engel, insurance agents' association president, asked for discussions in the Federal Finance Ministry. They visited Herr Müller-Enders, the official responsible.

The result of the discussions was that ten-year contracts will continue if clients especially indicate they want long-term insurance and they are offered a discount on the premium.

Rolof Jurk is a spokesman for the association representing consumer interests. He said bluntly: "We feel this is an audacious restriction on clients. Mostly people who do not have a lot of experience in business matters fall for this."

He took into consideration the views of the cartel authorities. The document has now been cut down to just 60 pages.

The red pencil went through this sentence, for instance: "An agreement which binds the insured longer than three years for the term of the insurance is invalid."

This sentence would have meant an end to ten-year agreements in private insurance, which is common among three-quarters of all companies offering policies for third-party liability, household goods, residential buildings, accident and legal costs.

Insurance companies reward their representatives with attractive commissions if long-term insurance of this sort is taken out. As a rule they pay 80 per cent of the first year's premium plus ten to 15 per cent in the following years.

To cover this clients usually have to pay an inflated premium for the insurance cover and they cannot change to a company offering more favourable terms. If the insured tries to do this he has to pay damages, which the insurance company is entitled to claim if a policy is terminated.

This is why Hans Dieter Meyer has suggested that all insurance companies ought to quote a premium for the standard conditions with the minimum insurance cover and a list of additional premiums for extras.

Only when these thresholds are exceeded can the client cancel the insurance.

August Angerer, president of the Berlin Supervisory Office, said: "This regulation is generally anti-competition and anti-the consumer."

This is why the discussion paper provided an overall right to cancel insurance on the grounds of premium adjustments.

East Bloc changes

Continued from page 3

If Communist economic reformers wish to do more than just improve the efficiency of the economy and start closing the gap to western economies they must replace the principles of a state-controlled economy by the logic of a liberal economic system.

Vice versa, growing state intervention inevitably leads to a transformation of the liberal system.

Clever people in Communist states have apparently realised this fact.

Concessions in the direction of a multi-party system in Hungary and Poland suggest that intended social change extends beyond just the field of economic policy.

Such a development was not possible during the 60s (e.g. Prague, 1968), since the Soviet Union as the lending power of the empire of satellite states had not yet realised the problems.

Economic policy experts throughout the world, therefore, view the changes in the East Bloc as a breathtaking experiment.

Ernst Günter Vetter
(Frankfurter Allgemeine Zeitung
für Deutschland, 24 June 1989)

This passage was dropped after the visit to the Finance Ministry. The regulation with the thresholds was kept, although in future at a lower level.

If there was nothing more to be discussed during the public hearing about the period of validity of a policy and the possibility of cancelling insurance, because these points had been "conjointly regulated," the discussion paper provided plenty of opportunities for heated discussion.

From the consumers' point of view the regulations on matters of insurance are of considerable importance. In the meantime, however, everyone knows which of the interested parties has gained the upper hand.

The insurance conditions in residential buildings, household goods, personal liability and accident insurance are generally standard. The supervisory office takes care of that.

The insurance companies' standard policy cannot properly deal with individual requirements even if one or another additional extra is included.

If this were applied to the car sector it would mean that only VW Beetles could be bought from the year dot in rear green with a sunroof and rear fog lights.

The cartel authorities have criticised this situation which they maintain supervisory officials are partly to blame for, and demand more freedom in the formulation of the terms of insurance policies.

This demand has been taken up at senior civil servant level in Bonn and they have presented three possibilities in the discussions on the document.

They extend from the juxtaposition of officially examined and unexamined policies (Model A) up to standard conditions, officially approved, with extras that are exempt from approval (Model C).

Version C gets the most approval in Berlin. Through this version a variety of conditions would be possible. In the view of the association of the insured this variety must remain easily comprehensible so that comparisons can be made, particularly from a financial viewpoint.

This is why Hans Dieter Meyer has suggested that all insurance companies ought to quote a premium for the standard conditions with the minimum insurance cover and a list of additional premiums for extras.

Nothing came of that. One official said: "All the models are now wandering about in the infernal regions." The veto from the insurance sector itself was more important. But that is not all.

Branch representatives are not interested in more precise formalisations in the 88-year-old Insurance Supervisory Law. For good reasons. Until now Paragraph 81 has included a general clause which re-describes in general terms the tasks of the Imperial Supervisory Office for Private Insurance, established in 1901.

In the draft for the amendment it states instead: "Should there be a danger that the conduct of an insurance company is not in the general interests of the people it insures the supervisory authorities can then take the appropriate administrative action to remove the abuse."

The Finance Ministry, as the authority in charge of the Berlin Supervisory Office, intended here to establish "what current insurance supervision should achieve."

But it has achieved something quite differently over the powerful insurance sector, which is meant to control.

The relevant pages in the draft have been dropped in the meantime. Georg Büchner was right when he stamped a great part of the discussion paper as "doomed to failure" during the public hearing.

Rudolf Kahlen
(*Die Zeit*, Hamburg, 2 June 1989)

BUSINESS

Steeling themselves for an explosion in the south

The German steel industry seems healthy enough. Plants are working at capacity. Prices, at a comfortable level already, could be increased.

In one sector or another there is temporary stock-piling of this or that product, but bad spots of this sort are in most cases quickly ironed out.

Yet executives in the Federal Republic's steel industry are convinced that a time-bomb is ticking away in the south of the European Community.

At the end of last year the Council of Ministers presented the Italian industry with a Christmas present, which will give other companies in the European steel industry annoyance in the future and which could cost a lot of jobs.

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(*Die Zeit*, Hamburg, 2 June 1989)

not be fulfilled, that is the closure of pig iron and raw steel operations.

The Bonn government should insist, along with governments, that the conditions for closure be fulfilled not only for pig iron and raw steel stages but also at the hot-rolled, wide-strip steel mill, as soon as changed market conditions make the works in Bagnoli a "borderline case" again.

The fact that the closure of the Bagnoli works, located in Naples, would cause considerable social problems, should not be an obstacle to essential capacity reductions.

It is better for the state to help the people concerned than that the state put taxpayers' money into an economically hopeless plant.

There are still cases of price undercutting, which can only be explained by subsidies. The Italian blast furnace plant AIT in Trieste, for instance, is offering on the German market special iron pipes for foundries at prices which for hematite (valuable iron ore) are DM30 below the offers for Brazilian pig iron and for spherical pig iron are slightly below the Canadian price.

It is only reasonable that in a time of full employment, when even unprofitable plant can earn money, there should be no demand for immediate closure. This is why the deadline of 30 June is not feasible.

Moreover, independent of the deadline, this is all pure eyewash. For the closure of the preliminary stages has no influence on the volume of the end products.

If the blast furnaces and steel converters in Bagnoli are closed down, then in future the preliminary materials for the hot-rolled, wide-strip steel mill would come from the Corigliano works as ingots. There is there a continuous casting plant for the production of ingots, the starting materials for the hot-rolled, wide-strip steel mill.

In the meantime it seems as if even in the long-term the minimal demands will

Helmut Uebbing
(*Frankfurter Allgemeine Zeitung*
für Deutschland, 21 June 1989)

Merger talks between Krupp and Salzgitter confirmed

It has been confirmed that Krupp and Salzgitter are discussing a merger.

They say the range of products would be extended, not just in steel but in electronics and mechanical engineering.

The two companies would have a combined annual turnover of DM25bn and a combined payroll of 100,000.

Krupp-Salzgitter would be among the top group of major German companies, a group led by Krupp not long ago.

Competitive companies will play with their advantages to the full. It must be calculated now whether the subsidies which are flowing into the industry will be directed at price cuts in the battle for market shares, or whether steel can be sold without interest costs.

Whatever the outcome it will have the effect of distorting the market, against which the competence of the best salesmen and the most efficient plant are no avail.

The fruits of this have been bitterness and heaps of fragments all over the place of what started off with much fuss and premature praise.

Krupp and Salzgitter certainly do not have the intention of throwing up every small problem.

Nevertheless it starts one thinking when Krupp, of all organisations, is again deep in merger negotiations.

It should not be ignored just how Krupp, employing 60,000, has had to battle with problems in the past, heightened by merger crises at the top and mismanagement in many divisions of the organisation.

Enormous losses in industrial technology, and at times even greater losses in the steel works, as well as fire protection and heavy-duty diesel engines, must be halted. They have cost billions of the organisation's wealth.

Moreover the constant merger negotiations unsettle workers so that they are never enthusiastic and motivated.

And the new merger negotiations hinder again energies. One day it will be asked if it is all worth it.

This heave-ho process, as it appears now, can only be interpreted in one way: Probably Krupp weakness is the strongest driving force for the current talks with Salzgitter: perhaps it is the verdict of the extensively changed top management that in the long-term nothing good can happen without additional partners.

Leonhard Spiegelhofer
(*Rheinischer Merkur/Christ und Welt*,
Bonn, 16 June 1989)

In view of the ten thousand products in the passive component parts field some kind of order will be introduced about "who produces what. Neither of us can produce everything." Matsushita president Akio Tanii regards the arrangement as a "borderline case" again.

Siemens and Matsushita both chip in

Siemens, the German electrical hand

Siemens and Matsushita both chip in

Siemens, the German electrical hand

Siemens and Matsushita both chip in

■ ARCHITECTURE

A German who reached for Chicago's sky

German architect Helmut Jahn has done much to change the skyline of Chicago. He draws his inspiration from the art deco of the 20s. Dpa correspondent Thomas Mancke's article appeared in the *Mannheimer Morgen*.

The Jewellers Building is one of the best addresses in Chicago, the skyscraper metropolis of Lake Michigan. It is an impressive office block built in the 1920s in the city centre by the Chicago river.

On the 45th floor, a massive dome contains a single room with a panoramic view of a city which has been making architectural history for more than a century.

And it is still being made. In this room, Helmut Jahn, 49, who comes from Nuremberg, receives his clients.

Showbiz is an important part of the packaging. Jahn is the master of self-presentation and of staging, items which are important if such concrete things as architecture are to be sold. Models of high-rise buildings he has designed sit on his table in much the same way as rockets at Werner von Braun's workplace. The view out of the window also is not without effect: out there are building and monuments which testify to Jahn's work.

He has had a rapid rise in Chicago. He came here in 1967 from the technical university in Munich with his architect's degree in his pocket. His first stop was at a well-known architect's, Murphy Associates, where he took a part-time job. Six years later, he was chief architect and vice-president of the firm and had collected a batch of architectural prizes.

The Americans are fond of people who succeed. Perhaps it is this charisma of success which has led developers to allow Jahn almost to do what he wants. Firms which have offices in a Jahn-designed building use the sensational architecture as a way of advancing their image.

Jahn's designs create such an effect of the new and the unaccustomed that he has been called the Baron of High Tech.

But it is a description that doesn't really fit his style; he prefers to hide the technology rather than display it. He often finds his inspiration in the art deco of the 1920s. His "updates" designs that have become legendary — for example, the Chrysler Building in New York.

His working drawings are sketches in red-brown ink on bits of paper rather like an artist's first outlines. The results are usually more reminiscent of sculptures in which static and function are only secondary. The aesthetic qualities of his towers derive from the interplay of gleaming surfaces assembled from tinted glass, painted metal and polished stone.

His lines are varied: circles intersecting rectangles; the peaks of his towers are cut like diamonds into multi-faceted finishes.

Using variations, he creates buildings with distinctive styles. All of his buildings, it doesn't matter if they are metro stations, office towers, airport terminals



Beat this, if you can... Jahn and Messe-Turm.

(Photo: dpa)

or sport stadiums, have their own characteristics. Jahn's critics say that his designs are inconsistent in style.

The State of Illinois Center, a futuristic building which is to be used as an administration centre, has caused a furore. It has been named The Spaceship by Chicagoans. The land is rectangular. The building has a base comprising quarter-circle sections so that space is created at each corner. Tapering glass facades are used to bring the sky, barely visible away above the towering buildings, down to earth in a confusion of reflected images. This creates a strong contrast to the neighbouring buildings which, in comparison, are grey blocks.

Inside, the dimensions of the reception area and usable space appear to be inverted. The lobby is topped by a ceiling 19 floors high. This is where there are cultural exhibitions, where businessmen come for lunch and where lovers meet.

The Citybank building is different. In the afternoons, its tinted windows direct the cold and unreal sunlight deep into the Neue Schlesingerstrasse far below and a pedestrian might get the feeling that he is taking a stroll away from the centre, that he is backstage somewhere.

Skyscrapers have completely changed the city's silhouette and have earned it the name "Mainhattan" (Frankfurt is on the River Main). But they have also precipitated a shrinking of the surrounding area. Proportions have begun to stumble over one another.

The change has its origins in the



Overbearing or understating? Frankfurt

(Photo: Presse- und Informationsamt der Stadt Frankfurt am Main)

Continued on page 16

Continued on page 9

Illusion, nostalgia in the Gothic towers of commerce

Goethe once wrote that Frankfurt contained nothing architecturally uplifting. Everything there hinted at a long-gone past, a past that had been turbulent for both the city and the region.

Well, Goethe is gone, but the turbulence is still there. High-rise towers are pushing towards the heavens and there is doubt about how things should proceed from now on. It is a time of reflection. Should the push upwards be halted? Or are there here also hints at a

1960s in the Westend. The speculators moved in and they were followed by the squatters and the atmosphere became charged. It was an uncertain time. Then investors discovered the old patriotic area and moved in with their money and signs.

But the main problem was: there was no overall plan. Frankfurt was simply becoming Bankfurt and then Cranefort. Since 1977, things have got better even though there is still no overall plan.

Frankfurt is a centre of trade. Its service industries are expanding. But the room available to expand into is constant. So, instead of expanding horizontally, they are expanding vertically.

Because self-image is an essential part of every business, tall buildings are not simply tall; they represent their user. In this, Frankfurt is no different from New York.

So, Frankfurt's Gothic towers of commerce: Soll and Haben (Debit and Credit) are the names of the twin towers of the Deutsche Bank building. Both are 155 metres high. They project above an almost-triangular building from an irregular polygon base.

From wherever the viewer stands, the building establishes a visual confirmation that this is where the centre is. And it reflects the criteria of the age: in the early days of Frankfurt, the facades at street level dictated form. Not with Soll and Haben. Here, the architecture has not dictated the use of space; it is the other way round.

The towers reflect the city of Frankfurt in perhaps what is a form of narcissism. The city's form becomes an illusion. But the glass also appears. In spite of their height, the towers are an understatement — they appear as a mere echo of their surroundings.

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Skyscrapers should not be monotone and they need surroundings in which they can display themselves. Evenly toned facades cause tedium and make a building look large but nothing else. And a rectangular form does not even do much for originality. On the other hand, any attempt to bring a little wit into architecture to be welcomed — if it succeeds.

The Messe-Turm can be regarded as an example. But the most elegant is the sleek Deutsche Bank with its effect of de-

materialisation. Looking over the city from the Domturm makes it clear: Frankfurt is not yet New York but the enthusiasm for architectural experimentation has already led to a loss of individuality.

"Design should create identity and the skyline should be the substitute for (the declining individuality of) the city." Journalist Joachim Riedl does have a point.

Munich cybernetics specialists have spent nearly two years on a 560-page systems study on "Development Prospects for an Automobile Industry Company Using a Function-Oriented Entrepreneurial Strategy."

The conclusions they reach will come as a sad blow to aficionados of man's four-wheeled friend.

The survey was commissioned by Daniel Goedevert, until recently chief executive officer at Ford of Cologne, from a group led by Professor Frédéric Vester.

It is the first cybernetic study to investigate the structure, function, products and prospects of an automobile industry company in the overall context of man, the environment, transport and society.

The motor-car, based on an outlined concept, is said to have arrived, by way of linear development, at a dead end.

New criteria are felt to be needed. A vehicle for the individual is found to need:

- to be comfortable, tall and short
- to drive noiselessly
- to emit no exhaust fumes
- to be totally recyclable
- to drive safely
- and not to respond too unkindly to mistakes.

Other features and properties are advisable but not indispensable. The car of the future can be:

- good-looking, elegant and luxurious
- fitted out with sophisticated electronics
- and equipped with automatic control systems.
- As a city car in particular, it ought to be:
- fully manoeuvrable, with wheels turning at angle of up to 90°

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■ MOTORING

How the car drove on until it reached a dead end

vation readiness. Between them they can be sure to break a number of taboos concerning the retention of existing vehicles and engine concepts.

Nearly all details mentioned in the survey indicate that this reorientation will require, as an indispensable prerequisite, a management reorientation.

Carmakers will need, the motor industry is told, to abandon the widespread concept of the tourer as the seemingly unchanging criterion for the motor-car.

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Other features and properties are advisable but not indispensable. The car of the future can be:

- good-looking, elegant and luxurious
- fitted out with sophisticated electronics
- and equipped with automatic control systems.
- As a city car in particular, it ought to be:
- fully manoeuvrable, with wheels turning at angle of up to 90°

— equipped with back wheels that steer, making parking easier

— have a top speed of not more than 50kph (30mph)

— be light in weight, using super-lightweight materials

— a fuel miser, assuming it uses fuel of any kind

— variable and versatile in combination

— suitable for loading on to goods wagons for long-distance rail transport.

The Munich group feels there will be a demand for at least one million vehicles meeting these requirements in the European Community in the years ahead.

"A second-generation car of this kind," they say, "is long overdue in every respect."

The motor industry is felt to have made for the past, not for the future."

Carmakers are warned that "if their technology of the future continues to amount to no more than minor corrections and improvements to conventional engines and vehicles, other innovative firms — and they needn't be from the motor industry — will not be long in taking over."

The Munich cybernetics specialists make it quite clear that restructuring is urgently needed here and now to boost flexibility, function orientation and innovation.

These and similar attempts are said probably to have failed as a rule because only one component was changed in the overall concept.

The petrol engine was replaced by an electric motor, the fuel tank by a battery. But the remainder of the vehicle, its weight and design and other specifications, not to mention the infrastructure, underwent no change whatever.

Many new features exist but have yet to be networked. Network solutions, including combinations with other modes of transport, as outlined in detail in the report, will probably bring about a breakthrough.

Take nature, where the molecule is said as an "individual vehicle" to penetrate cell walls, join the mass transport system of the blood circulation and then rejoin another organ as an "individual vehicle."

Road-cum-rail links are felt sure to be of decisive importance. Combine them, carmakers are advised, rather than compete.

Carmakers must also part company with what is called "incestuous engineering" and ensure its survival by establishing alternative activities in manufacturing and services.

This must, moreover, not be done along conglomerate lines, by buying up and taking over other firms that have nothing to do with the motor industry, as has lately been a widespread practice.

Function-oriented diversification is counselled.

Wilhelm Hahne
(Allgemeine Zeitung, Mainz, 16 June 1989)

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materialisation. Looking over the city from the Domturm makes it clear: Frankfurt is not yet New York but the enthusiasm for architectural experimentation has already led to a loss of individuality.

"Design should create identity and the skyline should be the substitute for (the declining individuality of) the city." Journalist Joachim Riedl does have a point.

Court rejects bid to set speed limits

Bonn is under no legal obligation to impose a 100kph (62mph) speed limit on autobahns and an 80kph (50mph) limit on other trunk roads, a Cologne court has ruled.

The Transport Ministry and the Bundesrat need not impose and enforce these speed limits even if 1,250 fewer road deaths a year would be likely to occur as a result.

The Cologne administrative court found in the government's favour in proceedings launched by 10 members of the public nearly two years ago.

Most of the plaintiffs, led by Dean Horst Kaller, 48, from Munich, were churchmen.

They felt the protection of life was much more important than the free citizen's right to drive at any speed, Herr Kaller told the court.

The state must not ignore the proven fact that a speed limit could save numerous lives and prevent countless serious and minor accidents.

The plaintiffs were road-users themselves and thus had a personal interest in seeing the risk reduced.

Counsel for the Transport Ministry said German autobahns were the safest motorways in Europe.

If an autobahn speed limit were imposed, some autobahn-users would be sure to switch to other trunk roads and roads in built-up areas, which were four times more dangerous.

That could hardly be in anyone's interest. Counsel for the Bundesrat said the principle of sharing power in a constitutionally governed country would be gravely jeopardised if members of the public could, by litigation of this kind, oblige the government to introduce what amounted to legislation.

The court agreed, dismissing the case. Judge Stegh felt the plaintiffs were not entitled to see a specific speed limit of 100kph on autobahns and 80kph on other trunk roads imposed.

Supreme courts permitted proceedings of this kind, but subject to strict conditions, such as if, in this instance, the Transport Ministry had undertaken nothing at all to keep accidents at bay. But this hadn't been the case.

The highway code included a substantial number of specific provisions to fight speeding.

So there could be no question of the lawmakers having clearly neglected their duty to protect the general public.

Speeders were liable to all manner of sanctions even though some motorists continued to drive too fast.

Judge Stegh said it might be a different matter if someone were to apply to the court for a 100kph speed limit on a specific stretch of road with reference to specific accident risks.

Günther Braun/Stephanie Miebach
(Kölner Stadt-Anzeiger, Cologne, 17 June 1989)

The old Frankfurt, both cosmopolitan and sympathetically provincial at the same time, is disappearing. What was typical threatens to become folklore. The new Frankfurt is threatened with a certain interchangeability. Skyscrapers are a trade mark, in a way, of the fate of a metropolis. It will be interesting to see what future city administrations do decide, to do.

Wolf Goeltz
(Allgemeine Zeitung Mainz, 10 June 1989)

■ EXHIBITIONS

Remembering Cleopatra and not forgetting Mark Antony

NÜRNBERGER Nachrichten

Few women in history have stimulated the imagination of artists, dramatists, novelists and film-makers as has Cleopatra, Queen of Egypt, the seventh of that name in the Ptolemaic dynasty.

She was the daughter of Ptolemy XII and she reigned in Egypt with her brother, Ptolemy XIII, to whom she was married, from 51 to 48 BC, and from 47 to 44 BC with her younger brother Ptolemy XIV.

But she became of interest to posterity through her relationship with Julius Caesar. She was his mistress in 48 BC in Alexandria.

She followed him to Rome and bore him a son, nicknamed Caeserion. After the idea of March in 44 BC she removed her brother and made her three-year-old son, Caeserion, co-regent.

She remained neutral during the civil war of 43-42 BC after Caesar's death. She was invited to Tarsus by Mark Antony and, after a dramatic entrance as Aphrodite reborn, she became his mistress. They were married in Antioch in 37 BC.

Mark Antony made her a present of three islands of the Roman Empire, including Crete. She, on the other hand, presented him with three children, and the grateful Mark Antony declared her "Queen of Kings."

Her name became a myth. She became a legend. It is understandable that the Egyptologists among archaeologists should want to devote one exhibition to the culture and cultural history of her era, when in exhibitions of Ancient Egyptian

art so far the concentration has been almost entirely on the middle to later second millennium.

They asked, what is there remaining of Ancient Egyptian culture and art after Alexander had annexed the Kingdom of the Nile to his Macedonian Empire in 332 BC and the Ptolemaic Empire was established, which lasted until Mark Antony's and Cleopatra's death in 30 BC?

Egypt was ruled as a province of Rome from the time of Mark Antony's opponent, Octavius, known as Augustus, until Constantine the Great.

Now Ancient Egyptian culture has shown that it was enduring and authentic, that it was a culture which never surrendered its old traditions stretching back 3,000 years, and never allowed itself to be assimilated by Greek culture, nor later that of the Romans.

There was overlapping, syncretism, as the academics say, but at its heart Egyptian art remained true to its traditional forms during the whole period of Hellenism between 300 BC and 300 AD.

This is just what the archaeologists of the Brooklyn Museum, New York, set out to show in their exhibition *Cleopatra — Egypt at the turn of the era*, first put on in the Brooklyn Museum, then in Detroit, then Munich at the Kunsthalle der Hypokulturstiftung, the only stop it will make in Europe.

It is made up of 134 first-class exhibits, many from the well-endowed Brooklyn Museum itself, but including many items on loan from other museums such as the Berlin Museum of Antiquities and the Munich State Collection of Egyptian Art, which is participating in the show put on in Munich.

Cleopatra herself does not have a central role in the exhibition. There are only

two marble busts of her, including the beautiful, well-preserved head from the Berlin Museum of Antiquities.

This head stands at the entrance to the exhibition, next to busts of those men with whom she was connected in love or enmity: Caesar, Mark Antony and Octavius.

The marble bust of Octavius is a reworking of a later Ptolemaic bust. Octavius, the victor at Actium, made himself ubiquitous in this and similar ways throughout the lands of the Nile.

The exhibition naturally falls into two parts since in the Egypt of the post-Alexander period two cultures and two art styles existed side by side, the Ancient Egyptian and the Hellenistic.

Among the Egyptian sculptures there is the famous Berlin "Green Head," one of the great masterpieces of the Egyptian later period (first century AD), then the "Green Head" from Boston, a half century older, like the Brooklyn "Black Head."

For Hellenism there is a small alabaster head of Alexander and a marble bust of Ptolemy I, the son of Lagus, one of Alexander's generals. He ruled in Egypt from 323 to 283 BC.

Ptolemy, or Soter I, commenced the great library and museum at Alexandria where Euclid taught mathematics.

The most beautiful objects in the exhibition are several grave stelae which clearly show how, in the Ptolemaic period, Egyptian belief in the hereafter and the forms of presentation on the stelae did not deviate from tradition. There are in the reliefs at most a Hellenistic refinement of form, which emphasises the differences with the old period.

The gilded mummy masks with inlaid jewellery and glass eyes are very impressive.

In the small "treasure cabinet," which is how one of the rooms in the exhibition is named, one can see those golden exhibits in which the continuity of the style can be seen, and which give to the exhibition an additional attraction.

There is a bangle with a winged god, various rings, necklaces, earrings — examples of the splendour of the Ptolemaic court in Alexandria.

Walter Fenn



A nose for history... Cleopatra. Marble, circa 35-50 BC. (Foto: Catalogue)

■ FILMS

Lots of highlights at a low-budget festival

THE LOW BUDGET FILM FESTIVAL

Private detective Scotty in Pim de la Parra's film *Lost in Amsterdam*

Private detective Scotty in Pim de la Parra's film *Lost in Amsterdam* gets a fee of 10,000 Ecu, a point which qualifies the latest work of the Dutch director, and there are many others, for its inclusion in the 4th European Low Budget Film Forum.

A sum like that, which corresponds to about DM20,000, is enough to get a film into the cinemas in a small country,

as a survey by the European Film Dis-

tribution Organisation shows, an orga-

nisation which, since it was founded

last year, has tried hard to fill a gap: 80

per cent of all European films never

cross over the frontiers of the country in

which they are made.

There are two million Ecu available to cover 50 per cent of film distribution costs with the proviso that a film has a distributor in three countries.

So far 17 films have been introduced to a wider public in this way with sums extending from 16,000 Ecu for the Irish film *Reefer and the Model* to 59,000 Ecu for *Babette's Feast*. This is a solid step forward for the promotion of the European film.

Apart from the Ecu comment Pim de la Parra's film was one of the more noteworthy films at this year's Forum.

There was also some cheeky cinema on the fringe of the Low Budget film Forum: the "No-No-Night" for instance, the long evening of short films, mainly with contributions from the No Budget Festival which took place in Hamburg just a few weeks ago.

Perhaps they are little known because they cannot be brought down to a common denominator beyond the border of life between two cultures.

These films range from unusual perspectives of the conclusion of the Algerian War, Zemmouri's *Les folles années du twist*, to the hopeless situation of young people in Paris living between drugs and prostitution, Okacha Touiti's *Hunde aus Samt und Stahl*.

Karmakar gets involved in characters and facts and shows them without comment.

He dedicated *Gallodrome* to Charles Nillaford, an American author who has just been discovered by this country and whose novel, "Cockfight," was filmed a few years ago by Monte Hellman.

Monte Hellman is himself a director of consequence with such films as the existential Western *The Shooting*, and the iconic road movie *Two-Lane Blacktop* to his credit. He is the main character in Karmakar's latest film, *Hellman Rider*, which was just ready in time and was shown especially in Hamburg.

It is a direct interview film which shows some of the difficulties with which Karmakar has had to contend

round, which is why Hark Bohm had to display his "Golden Filmband," awarded in Berlin for *Yasmin*, before the cameras of the local press yet again.

There was more to be said about the commercial and artistic success of *Yasmin* than for Andi Engel's first film, *Melancholia*. He is a critic, distributor and producer.

The film is an Anglo-German co-production, filmed in London, Hamburg and Florence with an international cast including Jeroen Krabbe, Susannah York and Ulrich Wildgruber.

The story tells of a disillusioned art critic living in London who had been actively involved in the 1968 student protest movement.

He gets a call from a former comrade-in-arms, now a respected Hamburg lawyer, who tells him that a Chilean doctor, involved in torturing and murdering resistance fighters, is to visit London. The lawyer demands that his old comrade should join him in assassinating the Chilean during his visit.

The dialogue, the action and the characters just do not come together in this film.

There was an emphasis this year on the "Cinema Beur," films made by second-generation Arabs living in France.

These films are relatively unknown in the Federal Republic except for the three films by Mehdi Charfi, including *Tee im Harem des Archimedes*, and Mahmoud Zemmouri's *Ninne die 10,000 Francs und verschwende*, which was shown on television some years ago.

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Looking out, In Thomas Bauch's *Merle von den Sternen*.

(Foto: Impuls Film)

Cleopatra

Continued from page 10

cerned. In 1370 BC Akhnaton built here for himself and his sun-god, Aton, a new capital of the empire. He gave it the name Achet Aton. It is now known by the name of the neighbouring village, Tell El Amarna.

Arne Eggebrecht intends to place 1,500 objects from the Amarna era in the Akhnaton Museum. The most impressive are 20 colossal statues, about five metres high, which show the Sun Pharaoh. Akhnaton had most of them put up when he still lived in the old capital of the empire, Thebes, in Upper Egypt.

These colossal statues were smashed up rather. Eggebrecht and his fellow-workers have looked for the individual pieces from the top to the toe of the statues in various storerooms.

From the temple storerooms at Karnak he got hold of a part of the so-called "Talat" blocks, the 50-centimetre-long bricks with which Akhnaton had his city built.

Amarna and Ramses' city are the least excavated in the Nile Delta. There remain preserved not only grave finds but also finds from everyday life. Beds, stools, simple furniture and the oldest toilet in the world will be on show in the Akhnaton pyramid.

It goes without saying that the province wants to make capital out of its cultural heritage. Tourism is very important for Egypt, a developing country. This is why there are conflicts of interest about the care and maintenance of the archaeological sites.

The Minister of Tourism does his utmost to attract tourists, but this can be a threat to objects from antiquity.

With his project "Help for self-help" Arne Eggebrecht hopes to be able to prevent tourism getting out of hand.

He does not want to establish just a museum in Minia. Much more importantly a research centre will be established there to investigate the Amarna era. The exhibits will be got ready by Germans and Egyptians working together; reconstructions made and a catalogue produced.

When everything is all wrapped and the Museum is built Cairo has promised that Akhnaton's sarcophagus from the Egyptian Museum in Cairo will be sent to Minia. The famous bust of Nefertiti, the most splendid work of Amarna art and a tourist symbol for the province on the Nile, will remain in Berlin, however.

People from the German Oriental Society brought this valuable find to Berlin before the First World War.

Karin Dzona

(Bremer Nachrichten, 2 June 1989)

A pyramid for Akhnaton and the capital of the empire

of Minia, halfway between Cairo and Luxor.

It is planned that in five years' time the museum will be open to tourists. The foundation stone was laid in the spring of this year.

The governor of Minia intends to locate the desert not just a temple of history, a cultural park and an open-air

theatre, but a completely independent dormitory town for 120,000 people.

Egyptologist Arne Eggebrecht will handle cultural support for this museum to Akhnaton in the planned town on the spot.

The director of Hildesheim's Roemer-Pelizaeus Museum intends to set up a

large conference centre for international congresses with cabins for inter-

national meetings, a library, offices and a cafeteria.

The building will cost DM15 million.

The Egyptians want to pay for this modern temple to history themselves, but the people from Hildesheim have asked the federal Foreign Ministry to help out financially with the planning. A German company has also given assurances of support.

The Egyptians made contact with the Roemer-Pelizaeus Museum 13 years ago, when the first Akhnaton exhibition was put on in Hildesheim. The then Egyptian Minister for the Arts, who came to the opening, suggested twinning between Hildesheim and El Minia, the provincial capital.

Eventually the Egyptian department of antiquities asked Eggebrecht to set up an Akhnaton Museum in Minia.

Minia, Egypt's second largest province, is in the most productive part of the Nile Delta as far as archaeology is concerned.

The locations were real or studio sets:

the narrative documentary or melodrama.

Tibor Máté's poetic black and white photography dovetailed the contrasts of the film neatly with one another and made out of the tale of twin sisters a puzzle of connections.

The films with a Hamburg setting did

not cause much enthusiasm this time

Continued on page 11

More than just a temple of history... model of planned museum.

(Foto: P. Windszus/Pelizaeus Museum)

Continued on page 11

■ THE ENVIRONMENT

A tourist island caught in an ecological disaster

Sylt is the most northern and the largest of the North Frisian Islands in the North Sea. It lies off the coast of Schleswig-Holstein and Denmark. Fishing and agriculture used to dominate its economy but they have long since given way to tourism. Tourism has now become the main income earner for the 6,000 people on the 40 kilometre long island. There are now about 3.5 million "overnight stays" a year. But things are not looking good. The unruly North Sea is relentlessly demolishing the west coast; and pollution is looming as a more immediate threat. Algae and dead seals last summer littered the beaches of all the islands in the group. Johannes Voswinkel takes up the story for the Hamburg-based weekly, *Die Zeit*.

Every morning Peter Schnittgard runs the 300 metres from his home to the dunes in Westerland on the North Sea holiday island of Sylt to take a discreet, precautionary look at the beach.

As head of tourism for the easterly villages of Sylt he has horror visions, after last summer's toll of dead and dying seals, and piles of algae, of dead seals and algae littering the beach.

"They certainly littered the beach as far as the media were concerned. TV camera crews even brought dead seals with them to film on the beach," he recalls.

Unsurprisingly, he wasn't amused. That sort of thing is bad for business, something a holiday resort can well do without.

Pictures of the ailing North Sea are sure to have discouraged many people who might otherwise have visited the islands on the spur of the moment from heading for Sylt, Amrum and Föhr.

Föhr was hard hit, Sylt and Amrum even harder, in comparison with the holiday and spa trade other economic activities on the islands are insignificant.

The islands have finally woken up to the threat and are all in favour of environmental protection — and often making common cause with people many tourist managers and local politicians disparaged as "loony Greens and Jeremiahs" a few years ago.

Some local officials, such as Föhr's Nickeles Olufs, are reluctant to call a spade a spade. Rather than mention dead seals he shamelessly refers to "the situation."

Old habits die hard. A trace of the sweep it under the carpet approach comes to light in Herr Schnittgard's comment that should there be a fresh epidemic of dead seals it would be better to collect them at 4 a.m. than at 7 a.m. — like last year.

"But we don't want to hide or to gloss over anything," he hastens to add. Glassnost is the byword.

Local politicians and tourist managers would sooner talk at length about all the good they are doing the environment. The sewage farm in Wyk on Föhr precipitates phosphates and converts ammonium, an oxygen-and-fish-killer, into nitrates.

In order not to contribute toward further fertilisation of the North Sea a denitrification unit is planned too. On Sylt Kampen and Wenningstedt already have one — as a voluntary local authority contribution toward environmental protection.

Amrum shopkeepers have banned detergents containing phosphates and sprays containing CFC gas.

From next January Amrum is to be a

plastic bag-free zone; 100,000 cotton bags are already in stock and on sale at DM1.50 each, including a 20-pfennig donation to Greenpeace.

All three islands have green dustbins with separate compartments for various categories of waste.

Many tourist managers and local mayors support the environmentalists with deeds as well as words. "We want to put our own house in order," Herr Schnittgard says, "so we can thumb on the table where others are concerned."

Since March Sylt's holiday resorts have employed a full-time worker, Claudia Galikowski, as their environmental protection officer.

She is a keen Greenpeace activist and has no qualms about voicing her views. Talking with people and convincing them are the only weapons she has as an environmental protection counsellor.

She is a 29-year-old biology graduate who works in a redbrick house amid rose-lined hedgerows near the embankment, north of Westerland.

Her office is pale yellow, with almost empty showcases in which a few shells are displayed. It looks more like the disused stockroom of a senior school biology lab than an office.

"I enjoy being out here," she says. "It's so peaceful and quiet." The phone rings. It's the local council. They want her to make a short speech at a ceremony to be held to mark the beginning of a planting campaign.

They want her to talk about cleansing agents around the house. She will be happy to do so. Told a new machine to clear dog litter is to be inaugurated, she says that is a subject in which she is less interested.

"They use an incredibly large quantity of cleansing agents here on Sylt," she says, putting the receiver back on the hook.

"Thousands of apartments a day are scrubbed and cleaned. But it's hard to make people rethink things when they have to cater for 400,000 visitors a year."

The powers of persuasion will need to be exercised with staying-power; if they

put the receiver back on the hook.

Last year environmental campaigners collected nearly 600 seabirds caked in oil on Amrum beaches. They — the birds — seldom survive.

They either die of oil poisoning from oily water they have drunk or survive the cleansing procedure as neurotic birds incapable of surviving on their own.

The Mudflat Protection Station runs information centres to draw attention to the North Sea's daily diet of toxins. But how much endangered environment are holidaymakers prepared to stomach?

"A great deal," says Martin Schmidt of the Wyk protection station, "as long as nature is presented in a sufficiently fascinating manner."

Clear-cut interests are at stake. Local herd-owners are reluctant to reduce the number of their sheep that graze on the salt meadows beyond the embankment as demanded.

They claim centuries-old hunting rights too and are determined to continue to shoot about 5,000 brace of ducks and geese a year.

What matters is to steer clear of the hectoring approach," he says.

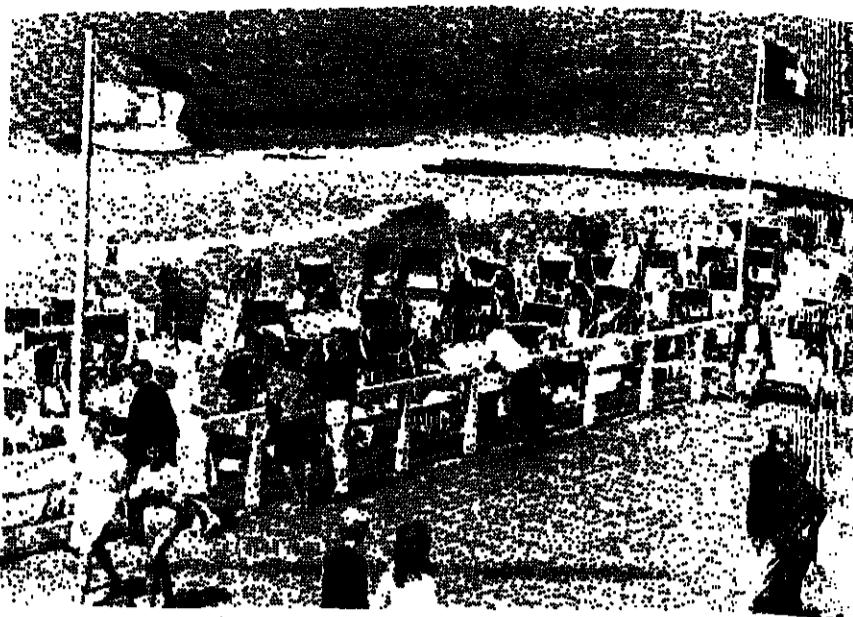
Visitors' fingers are dipped into a tank full of sludge instead of the Kurhaus in Wyk. They can then feel for themselves the wide range of marine life in the North Sea.

Exhibits include a cubic metre of mudflat sludge, beach crabs and mussels and an aquarium. And: "Please use your fingers!"

The pulsating sucker of a live cockle, seen through a microscope, looks like a science fiction monster on the silver screen.

"Visitors are most impressed," he says, "by the map into which we have stuck pins to mark where we have found dead seals on Föhr."

The first 200 pins, with their black pins



Sylt in summer. But for how much longer?

(Photo: dpa)
impose speed limits and build a few more cycle tracks.

Even so, public transport on Amrum and Föhr has gained in popularity. Buses run at half-hourly intervals in the daytime. On Föhr you can even take a bicycle on board.

Yet on Sylt, with its inadequate, private bus services, no such solution is in sight. "The car is the only way to get around the island," says Stephan Beck of the hotels and catering association.

The Bundesbahn, or Federal Railways, might take over the island's bus network and lay on luggage trailers, it has been suggested. But nothing has yet been done.

Sylt, Föhr and Amrum people look on helplessly as toxic waste is pumped endlessly into the North Sea via the Elbe, the Rhine and the Weser, as waste is incinerated on board ships at sea and low-grade acid waste is pumped into the North Sea.

Outside the 12-mile zone oil tanks and ships' bilges can be pumped out with no fear of consequences — except the constant menace of oil slicks.

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The first 200 pins, with their black pins

■ HEALTH

The differences between men and women

Women are generally peaceful, men aggressive, or so it is said. Where biology fails to account for the difference, crime statistics are cited to prove the point.

Yet the difference between the sexes is said by two women doctors not to be so great as this generalisation might imply. They disagree, however, on the conclusion to be drawn from their findings.

Women can be moody, hypochondriacs, depressive, sensitive, anxious, hostile and irritable.

They argue, let fly with the crockery, jeer at their nearest and dearest, scream and shout, feel like hurting someone.

Men in contrast are violent in their aggression, they hit out — at people and things.

These comparisons have the tried and trusted look of clichés, but scientific evidence indicates that they are accurate.

Cécile Ernst of the Burghölzli psychiatric clinic, Zürich, and Amélie Mummenday of Münster University psychology department aren't interested in bearing out longstanding prejudices. Analytical explanations are what interest them.

At the Bamberg conference of the German Women Doctors' Association they outlined research findings which, while including a number of new features, largely bear out everyday assumptions.

"Are men more aggressive than women?" is a question that reminds Professor Mummenday of the old bone of contention: "Are women better drivers than men?"

In both cases, she said, the answer was not better or worse; it was different.

It is a matter of principle. The Frisians feel the national park has been imposed on them by mainlanders and tenacious scientists, and they are nothing if not stubborn.

"Better dead than slave" is their motto. It doesn't just adorn many a plaque. The idea survives in many local minds.

The Frisians have long abandoned their time-honoured tradition of killing alien counts and princes, but many of them are gunning — metaphorically speaking — for Environment Minister Berndt Heydemann in Kiel.

Clear-cut interests are at stake. Local herd-owners are reluctant to reduce the number of their sheep that graze on the salt meadows beyond the embankment as demanded.

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Environmentalists welcome the national park — up to a point. It is certainly better than nothing. They are also encouraged by the beginnings of cooperation with the islanders' tourist managers.

Herr Schnittgard for one is more encouraged by his daily jaunt to the dunes. He sees holidaymakers; not dead seals.

May this year was the best May ever with nearly 70 per cent of beds booked.

"Yet appearances may be deceptive. No one can say for sure that there will be more dead seals, while marine algae continue to be overfertilised by phosphate-rich water from the rivers."

Ecology-conscious holidaymakers are still the exception. Unlike last year, guides say, tourists frequently fail to understand why they are asked not to dart to and fro among the dunes. Johannes Voswinkel

From next January Amrum is to be a

role. "Aggression is highly situation-dependent" and linked to the emotional burden of environmental influences.

Crime statistics show mothers to beat children more often than fathers. They are also to blame — not entirely, of course, — for child abuse.

Laboratory experiments show women to respond defensively and men to respond offensively to provocation.

Women thus tend toward behaviour that leads to mental or social harm, whereas men tend to resort to violence.

Surveys of marital disputes show 68 per cent of husbands and 58 per cent of wives to have been battered by their spouse at some time or other.

Professor Mummenday attributes these differences to traditional sex-related roles and expectations. Male aggression is permitted; female aggression isn't.

The more the social difference between the sexes is offset, the greater the similarity between them.

Professor Ernst disagrees. Her behavioural analysis deals with the perceived state of health of the sexes.

Younger women are twice more likely than men to suffer from serious, psychotic bouts of depression.

Their health is less acutely at risk, yet they more frequently feel ill and take much more medicine than men.

Men, in contrast, are more susceptible to killers such as alcoholism and coronary disease.

Women much more intensively experience psychic and somatic processes. "They concentrate on changes of mood, look for their causes, talk with others about them and thereby intensify them," Professor Ernst says.

They also react much more sensitively to the way their family feels. Women questioned felt they were more anxious, more hostile, more sensitive and more depressed than men with mental states.

Circulatory complaints are even more widespread, accounting for 34 per cent (blue-collar workers) to 43 per cent (white-collar staff) of industrial disability pension awards.

Female aggression — irritability — is said to be much more intimate than its male counterpart.

While men "act it out," women tend to subtler approaches, such as ridiculing or terrorising someone they love. They tend to be uncontrolled in their bouts of emotion or urge to destroy something.

Many apprentices have a faulty posture when they start work with us," Dr Ernst says. Complaints largely ceased. Only one of the six women who had applied for a job transfer still insisted on being transferred.

The training programme ended in February, but most of the machinists — all women — have continued with their exercise routine, Dr Kuhn said.

Such prompt success is exceptional,

although staff frequently expect immediate results, especially when the programme is carried out during working hours.

"When success can be quantified," one conference delegate said, "programmes of this kind can be more readily undertaken."

Others felt it would be better not to assess everything in terms of marks and pfennigs, of sick leave and time off work.

"When staff feel better afterwards and get on better with each other," they said, "that alone is a most important point."

A change in staff behaviour is often only the second-best solution, the two-day conference was told.

The best is a change in the way work processes are organised, but that is frequently ruled out on cost grounds.

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■ FRONTIERS

A lifeboat and her men always ready to take on the might of the North Sea

Patrolling the German Bight is all part of the day's work for the crew of the Cuxhaven lifeboat *Hermann Helms*.

The sea is calm. Force 5 winds, north-east veering to south-east. Visibility moderate. Rain.

But the past three days were another matter. Seas were heavy, especially in the Baltic. Force 10 gales. Waves as tall as a house.

In Schilksee marina, Kiel, 50 boats were torn loose from their moorings. Some sank. Damage ran into the millions.

But it could have been much worse. Lifeboat crews worked round the clock. Many a boat-owner can count himself lucky his yacht is still afloat.

The crew of the *Hermann Helms*, one of the German lifeboat fleet's most up-to-date craft, do a hard day's work all the year round.

But autumn, when strong gales whip up the waters of the North Sea, can be particularly demanding. So can spring, when private-boat-owners sail their yachts out of winter quarters.

"One boat in three," says Claus Wolter, 47, captain of the *Hermann Helms*, "runs aground on the sandbank sailing across the Elbe to Brunsbüttel."

Many motor yachts have engine or gearbox trouble on their first spring outing. "They have engine failure and are caught on the hope."

Then there are the windsurfers who are driven out to sea with little or no chance of making it back to the shore on their own.

Were it not for the lifeboat crews they would definitely be for Davy Jones' locker.

But most lifeboat missions are logged to help merchant shipping, and crews are on standby 24 hours a day.

At 03.38 one morning the crew are notified by the Cuxhaven emergency desk of a collision near Buoy 34 in the Elbe. An unknown vessel is listing badly and seems likely to sink.

In three minutes Wolter, his nautical officer and his two mechanics are ready to set sail. The engines of their 27-metre (88ft) cruiser are constantly kept ticking over and at the ready.

The lifeboat's 3,200hp ship's diesels chug out into the icy North Sea and head straight into thick fog. Visibility zero.

There are two dots on the radar screen. One is the freighter *Orange Coral*, the other a liferaft.

The crew of the shipwrecked *MS Beatrix* are on board the liferaft; her badly

injured captain, helmsman, seaman and cook. They are barely clothed and frozen stiff.

They just managed to fire a Very pistol. Their ship sank before their eyes only two minutes after the collision.

Two hours later all four of them are in Cuxhaven, still in a state of shock but saved by Claus Wolter and his crew.

German lifeboats logged over 2,000 emergency missions last year. The German Lifeboat Institution is in charge of search and rescue services in the German sectors of the North Sea and the Baltic.

In 1988 alone 334 shipwrecked sailors were rescued, 1,008 people in peril taken on board and 111 ships saved from sinking.

The institution has a fleet of over 37 lifeboats. They range from the 44-metre (144ft) Heligoland-based cruiser *Wilhelm Kaiser*, with her crew of 12, to smaller, hand-boats.

They are manned by 130 full-time crewmen and 200 volunteers.

The institute's patron is Federal President Richard von Weizsäcker. Its work is indispensable for a country with a coastline. Yet it is entirely self-financing.

Last year it made ends meet with a budget of nearly DM18m, consisting of membership dues and private donations.

Nearly 10 per cent of its funds is raised by way of coins and notes people push into the slots of cans and collecting boxes in shops, bars and public places.

Missions are coordinated by the Rescue Coordination Centre in Bremen, which relays emergency calls to local units by radio.

There is little point in sending a boat out to the scene of the accident, says the RCC's Eberhard Ortmann:

"Tides and winds can make a craft drift miles from the scene of the accident by the time help arrives."

That is why the Bremen coordination centre has a computer full of marine data that works out where the lifeboat should be heading, which can be miles from the scene of the accident.

Lifeboats are equipped to the latest international standards. They are strictly seagoing, self-righting in even the strongest gale, with computerised navigation aids.

They also have powerful pumps to put out fires and a wide range of medical and rescue equipment.

The crew of the shipwrecked *MS Beatrix* are on board the liferaft; her badly

draught of 1.60 metres (5ft 3in), so she — and others like her — can sail where other vessels would long have run aground.

Her electronic charts enable her to carry out precise manoeuvres even at top speed, 26 knots, in thick fog.

Sophisticated technology alone is not enough. The nautical know-how of experienced sailors is indispensable.

That is why you have to be 35 or 40 before joining a lifeboat crew — and to accept a year's probation.

"Our crews have salt water in their blood," says Andreas Lubkowitz, the institution's public relations officer. "We have no time for young fly-by-nights or adventurers."

Says Captain Wolter: "You need to be a bit of an idealist to join us." Yet he sees himself as anything but a romantic.

He worked on a trawler until he joined the lifeboat institution eight years ago. He spent up to 120 days at sea sailing to Newfoundland.

He earned good money. He earns nowhere near as much as a lifeboat captain, but the job is safe and his working hours are clear-cut.

He and his crew are on board for a fortnight, working round the clock. Then another crew takes over, leaving them with a fortnight for the family.

"That's not bad," says mechanic Klaus John, who used to work on an oil rig. On board the *Hermann Helms*, he says, everyone is his own boss; no-one tells you what to do.

The institution gives crews a free hand on board. "We are fully responsible for the decisions we take," he says.

He is only too happy his employer is a private organisation. "We aren't a public body, thank heavens. Otherwise people would soon lose interest."

In the public sector, he feels, you have to submit a written application for every little detail, and the authorities end up by cancelling even your toilet paper.

The lifeboat institution's figures speak for themselves. Six per cent of the budget is spent on administration, nearly 90 per cent on rescue work.

Even routine work keeps crews busy; it doesn't have to be a spectacular mission. Sophisticated machinery has to be maintained, technical equipment serviced.

The crew of a ship like the *Hermann Helms* come to feel it is their second home and look after it accordingly. Everything is as clean as a whistle; there isn't a speck of

rust. "A troublemaker would soon be on his ear," says one of the crew. "We have to be able to rely on each other."

Today's routine patrol is more like an excursion. The location of marker buoys between Cuxhaven and Neuwerk in the Elbe estuary has to be checked.

Nearly 60,000 ships a year head this way, making Hamburg the world's busiest port.

Buoys mark the shipping lane, but channels that can be used at low tide vary, while buoys are often found to have moved from where they are indicated on the chart after heavy gales.

They are checked by the crew, their positions noted and charts supplied with the new positions.

The crew can be sure there will be fresh storms. Man will never be able to tame the North Sea entirely. But unlike the lifeboat pioneers, he isn't completely at the elements' mercy either.

The institution will definitely remember the old-timers when it celebrates its 125th anniversary next year. They went out in rowing boats. Many gave their lives in the attempt to rescue others.

Forty-two have died over the years. "Gale force 10 is a bit windy," the nautical experts say. Are they worried?

"A little pitching and tossing" says Captain Wolter. "At the funfair you have to pay for the privilege."

"We are like the railwaymen. We run in all weathers. But unlike them, we really do!"

Rolf Bauerick
(General-Anzeiger, Bonn, 24 June 1989)

Continued from page 11

zon, namely the single European market of 1992 and its effects on the film industry.

The prospect does not seem rosy. Film can be beamed to other countries via satellite, for instance, before they are shown in cinemas in a particular country.

About 1,500 to 2,000 Romanian Jews were incarcerated there between September 1942 and January 1943.

Frau Petersen said about this concentration camp that "it never became world famous such as Auschwitz or Majdanek, but what was unique for the inmates of this camp is that they were fed on lathyrus peas."

Lathyrus is the sweetpea genus of papilionaceae.

Local farmers were well aware that these peas could only be fed to cattle in very small quantities. The inmates of the concentration camp, however, got nothing else but a soup made from lathyrus peas to eat for months on end — mainly the men who had a large appetite after a day's forced labour were fed on them.

She worked as bookkeeper at a

bookshop — until she could no longer bear selling the books which by the mid-1930s were the only titles bookshops were permitted to sell.

In 1948 she began to write for the Dillenburg pages of the local newspaper *Wetzlarer Neue Zeitung*. After the war she wanted to do something "to make up for German guilt in a small way at least."

She wanted to go to Israel but it was not until 1959 that her wish was unexpectedly granted.

By accident she heard that a woman, who during the Third Reich had worked as teacher at a secondary school in Israel and later, because of antisemitism, had returned to Germany. Intended to visit Israel with a small group of women, the twelfth place, the last one, was available for Frau Petersen.

The group included Hilda Heinemann, the wife of Gustav Heinemann, who later became federal president, but who in

medical terms was the death sentence for many of the prisoners. When they discovered that it was the food which was poisoning them, they preferred to go hungry than to eat the pea soup.

What the neurologist recorded in his office, dozens of architects work at the same time on many projects. The firm has been busy outside Chicago as well. There seems to be no shortage of developers wanting buildings.

The idea of using a Jahn design as a commercially exploitable monument has even reached Germany. In Frankfurt, the country's first skyscraper is being built — the 256-metre Messe-Turm (Exhibition

Tower), the highest tower in Germany. And in Mannheim, the Mannheimer Versicherungs-Gruppe (insurance group) has had Jahn design a headquarters in a 70 million mark project. Work is planned to start this year on the building on an edge-of-city site opposite the present headquarters. The building will be in stepped form up to 16 floors and will house 800 employees.

Thomas Manckelappa

(Mannheimer Morgen, 10 June 1989)

HORIZONS

One woman's fight for the victims of a concentration camp's diet of death

Lathyrus is a type of sweetpea. Small quantities can be fed to cattle but not to humans. Ingestion causes a disease called lathyrism which can lead to, among other things, paralysis of the legs. In 1942 and 1943, Jews in a remote concentration camp in the Ukraine were fed the pea as a staple diet for several months. For many, it was a death sentence. Many are paralysed and have impaired hearing and

sight. Charlotte Petersen has been helping the victims of Wapniarka concentration camp for 30 years. The 85-year-old has built up a list of about 2,000 donors whose contributions go towards making life a little easier for victims of one of the lesser-known tragedies of the last war.

Friedrich W. Husemann reports for the Cologne daily, *Kölner Stadt-Anzeiger*.

weak and crippled when moved on that they had to be wheeled out of the camp in wheelbarrows. Others thought they had escaped the disease's ravages — but the symptoms often first appear after a decade or more so the list of victims continued to increase over the years. Most of the surviving inmates are in Israel. Many are paralysed and have impaired hearing and

sight. Charlotte Petersen collects almost half a million marks every year which she passes on to former inmates of a little-known Ukrainian concentration camp who are now living in Israel.

She is 85 and lives in Dillenburg, west of Marburg. She has been involved in helping sick Romanian Jews for the past 30 years.

When she opens the door to a visitor and shows the way to the conservatory to offer home-made cakes and fruit juice, she gives the impression of being one of those worthy ladies in British films in bed-and-breakfast boarding houses.

But even those who escaped in an apparently healthy condition felt the first symptoms years later. Usually it began with difficulty in walking and in the end they were sick with lathyrism, confined to a wheelchair for the rest of their lives.

In some cases the nerve poison from the peas affected the hearing and sight in addition to the paralysis in the arms and legs.

Frau Petersen has no medical training but over the past 30 years she has collected many details about this incurable disease. She first got to know about Wapniarka and the concentration camp victims on a visit to Israel in 1959.

Frau Petersen was born in 1904. Her father was a director of an iron and steel works in Siegerland. In 1920 the family moved to Dillenburg, where she got to know Jews.

She worked as bookkeeper at a bookshop — until she could no longer bear selling the books which by the mid-1930s were the only titles bookshops were permitted to sell.

Was it the Romanian military authorities or who were in command at Wapniarka or the Germans who had ordered the Romanians to run the camp?

The relatively small number of victims of Nazi crime victim from an almost unknown concentration camp did not have a lobby in Bonn — but they got a tireless spokeswoman when Frau Petersen, on the ship returning from Haifa, leafed through the documents which Hilda Heinemann had been given by Pastor Solheim.

When the women who had travelled to Israel had a reunion in Bad Godesberg, Frau Petersen learned that an attempt to do something for the Wapniarka victims by Gustav Heinemann in Bonn had not gone very far.

The women agreed that something had to be done, but Hilda Heinemann was retiring and did not like appearing in public. So she said to Frau Petersen, the journalist from Dillenburg: "My dear, you can talk

Continued from page 8
his office, dozens of architects work at the same time on many projects. The firm has been busy outside Chicago as well. There seems to be no shortage of developers wanting buildings.

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Thomas Manckelappa

(Mannheimer Morgen, 10 June 1989)



The 'greatest mendicant of the century' ... Charlotte Petersen.
(Photo: M. DuMont Schauberg/Archiv)

and you are just the person to take this on. Take over the campaign to help."

Frau Petersen knew that the single payment of DM5,000, which the Wapniarka victims were given from the Bonn budget at the end of the 1950s as compensation, was just a symbolic payment and did little for people, incurably sick, who, as they got older and whose immobilisation got ever

worse, needed nursing.

So Frau Petersen set to work raising money from all over the Federal Republic to be able to help the victims privately, where the state failed to offer help.

She wrote newspaper articles about the forgotten victims of Wapniarka. She travelled from one end of the country to the other giving lectures in church and community halls, recruiting new supporters for her